

CHAPTER 7 RIGHT-OF-WAY

7.1 DESCRIPTION OF EXISTING RIGHT-OF-WAY

ADOT previously purchased, or received by dedication, a portion of the right-of-way for the SR 303L corridor in the early 1990s. MCDOT has purchased some additional right-of-way along the corridor. Some of the ultimate right-of-way for the original freeway concept exists from McDowell Road north to Grand Avenue (US 60). The right-of-way is generally 300 feet wide and widens to in excess of 600 feet at the future arterial street traffic interchange locations.

Most of the SR 303L right-of-way was dedicated to ADOT by the adjacent property owners in exchange for construction of the interim roadway in 1992 and a commitment to begin construction of a freeway by 2005. The dedicated parcels contain a reversion clause which states that the property will revert to the grantor “any portion of the right-of-way not used by ADOT for the interim roadway if ADOT (a) should abandon its plan to construct the SR 303L Freeway before December 31, 2005, or (b) should fail to commence construction of the SR 303L Freeway by December 31, 2005.” The reversion clause was determined to be valid and the reversion terms were met. The amount of land that will revert to the original owner is under debate at this time.

7.2 SUMMARY OF PROPOSED RIGHT-OF-WAY AND EASEMENT REQUIREMENTS

The existing right-of-way is not sufficient to accommodate the entire ultimate roadway and the off-site drainage system that will be needed for this project. The typical cross section is wider than envisioned in 1990 and the drainage system is much wider. As a result, additional right-of-way will be needed along most of the corridor south of Greenway Road.

Significant right-of-way will be needed to accommodate the I-10, Northern Parkway and US 60 traffic interchanges. Additional right-of-way will be required adjacent to the US 60 because of ‘land-lock’ properties that will no longer have safe access from the adjacent roadways. In the south quadrant of the proposed interchange, the vacant land is owned by Grand Avenue and Estrella Freeway Property LP. The land situated in the west quadrant of the proposed interchange has a number of landowners including Arizona State Trust Lands. There are two businesses that operate from part of this area: A Adore RV and Mini Storage and Sav-On-Fence, a small fence contractor.

At Northern Parkway, additional right-of-way is required to construct the frontage roads between Northern and Olive avenues and the ramps connecting into the proposed ‘super street’ at Sarival Avenue.

Between Northern Avenue and Camelback Road, AWC has a 45-foot wide right-of-way adjacent to the SR 303L existing right-of-way for their distribution pipes. The distribution pipes will have to be relocated to the east side of the future SR 303L right-of-way and replacement right-of-way provided for AWC.

There is substantial right-of-way required at the interchange between the I-10 and SR 303L. The additional right-of-way will allow for the construction of the directional ramps and one-way frontage roads that run parallel on either side of the I-10 and SR 303L and for the realignment of I-10 to accommodate the interchange without infringing upon existing neighborhoods south of I-10. Additional right-of-way is also included to accommodate the proposed widening of the I-10 between Bullard Avenue and Perryville Road. Right-of-way needs have increased from the April 24, 2002 IDCR because the plans now include the off-site drainage basins and channels as defined through the *Loop 303 Corridor/White Tanks Area Drainage Master Plan Update* prepared for the FCDMC. Refer to Chapter 6. This off-site drainage system is based upon FCDMC regional drainage requirements instead of ADOT criteria so that it is larger and requires more right-of-way. In addition, the proposed right-of-way is now based on the ultimate section for the freeway of four lanes in each direction plus an HOV lane and auxiliary lanes between junctions.

The right-of-way needed is shown in Chapter 16 and is tabulated in Section 12.17. The parcels that have not been dedicated that lay inside the proposed right-of-way boundary would need to be acquired or dedicated. Right-of-way costs were estimated assuming that all additional right-of-way needed for the ultimate highway and drainage system would be purchased. Cost estimates are provided in Chapter 14.